

## Collisions by Number of Units Involved

While collisions involving a single vehicle occur less frequently than collisions involving multiple vehicles, the resulting injuries are often more severe. Single vehicle collisions were 2.8 times as likely to result in a fatality as multiple vehicle collisions were. Table 6 shows the number of collisions and injuries for single and multiple vehicle collisions by the severity of the collision and injury. Multiple vehicle collisions include collisions between a motor vehicle and a pedestrian or bicyclist.

<b>Table 6</b>				
<b>Collisions and Injuries by Number of Vehicles Involved: 2003</b>				
<b>Type of Collision</b>	<b>Single Vehicle</b>		<b>Multiple Vehicles</b>	
	<b>Collisions</b>	<b>Injuries</b>	<b>Collisions</b>	<b>Injuries</b>
Fatal	148	161	113	132
Serious Injury	542	684	680	923
Visible Injury	1,302	1,768	2,180	3,154
Possible Injury	1,328	1,959	3,629	6,113
Property Damage	5,207		11,571	
<b>Total</b>	<b>8,527</b>	<b>4,572</b>	<b>18,173</b>	<b>10,322</b>

In 2003, single-vehicle collisions represented only 32% of all collisions, yet accounted for 57% of all fatal collisions. Of the 148 fatal single-vehicle collisions, 137 (or 93%) occurred on rural roadways.

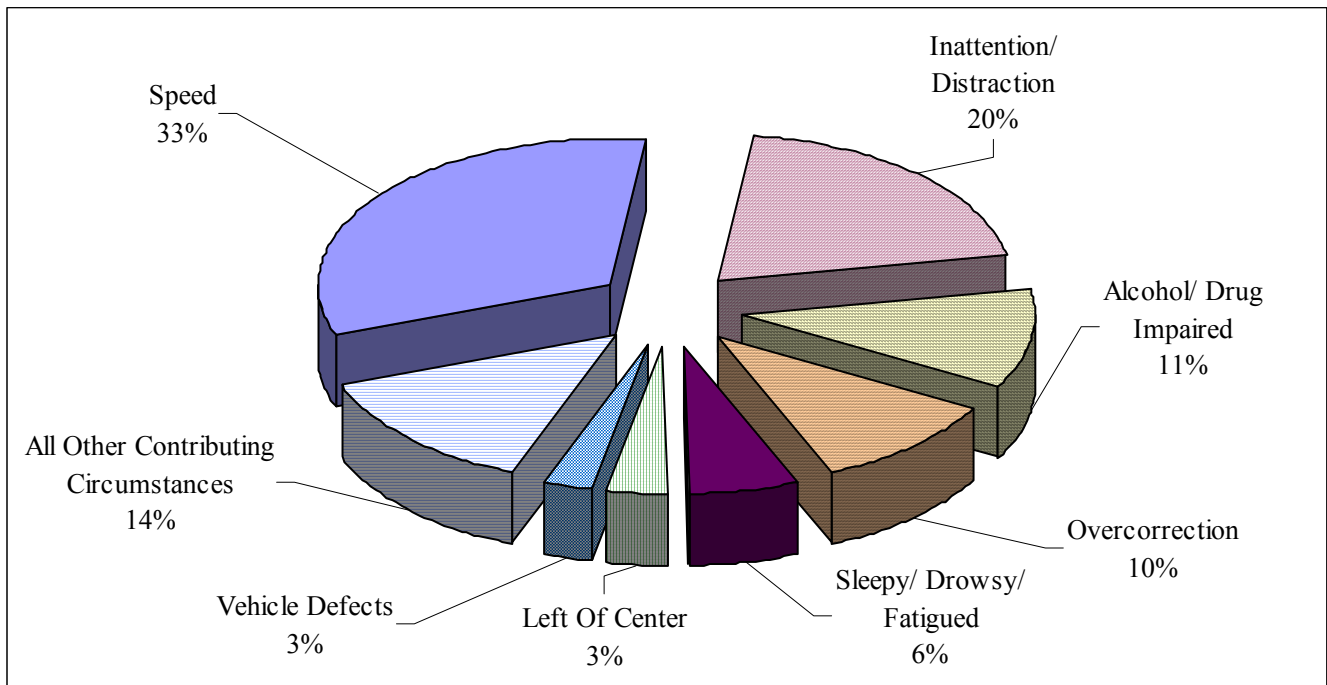
Of the 113 multiple-vehicle fatal collisions, 13 involved a pedestrian, 2 involved a bicyclist, 3 involved a train, and 1 involved a non-motor vehicle. Only 36% of all fatal collisions involved two or more motor vehicles. Of the 113 fatal multiple-vehicle collisions, 81 (or 72%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle collisions. The “all other contributing circumstances” category combines the remaining contributing circumstances, i.e., contributing circumstances with percentages less than 2%. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle collisions, contributing to 1 out of every 3 collisions. Speed also contributed to 6% of all multiple-vehicle collisions.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/distraction contributed to 1 out of every 4 collisions involving two or more vehicles and almost 1 out of every 5 collisions involving a single vehicle.

**Figure 3**  
**Single-Vehicle Collisions – Contributing Circumstances: 2003**



**Figure 4**  
**Multiple-Vehicle Collisions – Contributing Circumstances: 2003**

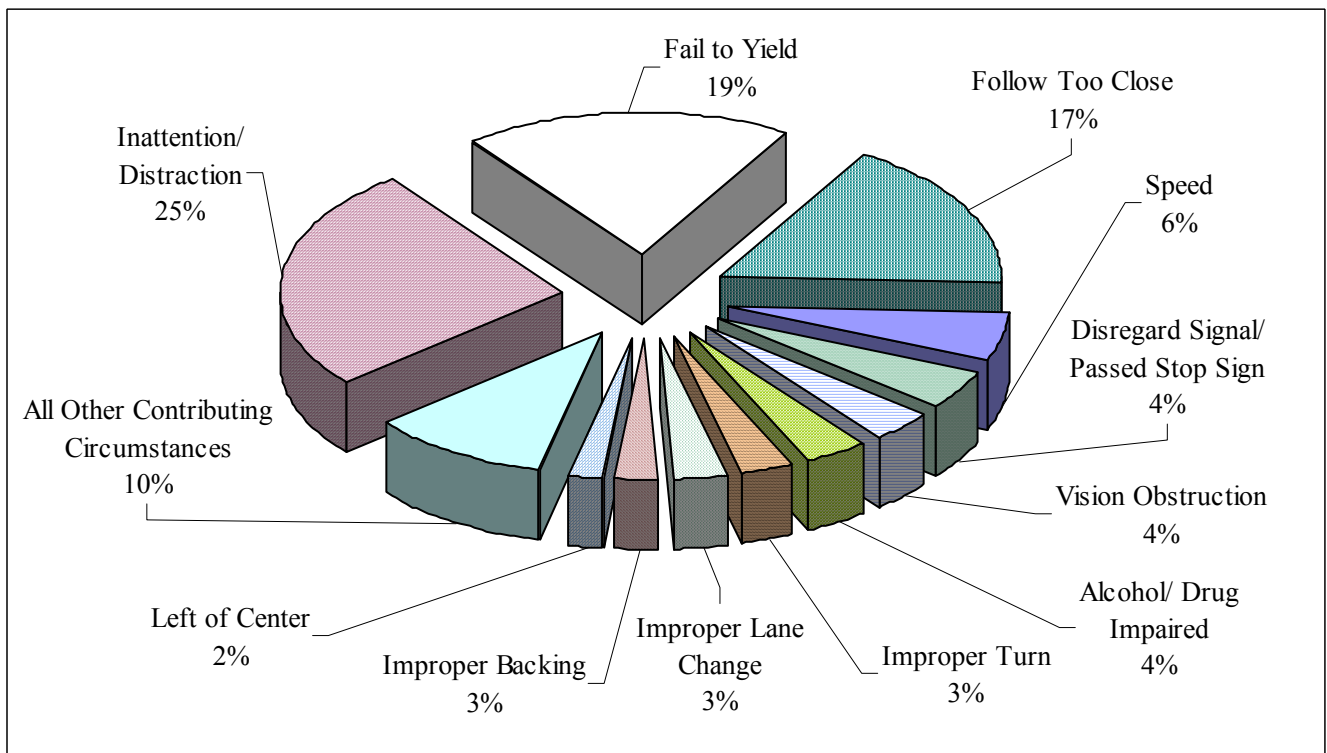


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

<p><b>Table 7</b>  <b>Most Harmful Event for Fatal Single and Fatal Multiple Vehicle Collisions: 2003</b></p>	
<b>Single-Vehicle Collisions</b>	<b>Multiple-Vehicle Collisions</b>
Overturn (73.0%)	Angle (24.3%)
Tree (6.8%)	Head On (17.4%)
Immersion (4.7%)	Pedestrian (11.5%)
Embankment (4.1%)	Side Swiped Opposite (9.4%)
Culvert (1.4%)	Angle - Turning (8.5%)
Fell/Pushed/Jumped (1.4%)	Parked Vehicle (5.1%)
Fence (1.4%)	Head On - Turning (3.8%)
Fire (1.4%)	Rear End (3.8%)
Guardrail Face (1.4%)	Overturn (3.0%)
Utility Pole (1.4%)	Side Swiped - Same Direction (3.0%)
Luminaire/Light Support (0.7%)	Train (2.6%)
Other Object - Fixed (0.7%)	Bicyclist (1.7%)
Other Non-Collision (0.7%)	Rear End - Turning (1.7%)
Other Pole (0.7%)	Same Direction - Turning (1.7%)
Overpass (0.7%)	Other (1.3%)
	Utility Pole (0.9%)
	Bridge Rail (0.4%)
<p>*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 2003, there were 235 units involved in the 113 fatal multiple vehicle collisions.</p>	

Overturn was the leading most harmful event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 66% of the single vehicle fatalities and 37% of all fatalities in 2003.

Of the 107 people killed in single-vehicle rollovers, 23 (or 21%) were wearing seat belts. Of the 84 people who were killed in single-vehicle rollovers and not wearing a seat belt, 74 (or 88%) were totally or partially ejected from their vehicle.